

Minister of Chingking, in his petition to the Viceroy, said that the Ta-chu riots were only faction fights in which both sides were to blame, and that therefore the Christians were not entitled to any redress. This is why the matter has been so long in being settled, as where the Taoists takes the part of the rioters there is but little hope of redress. The prefect has been in office here for several years, and is a man very much after the same stamp as the Taoist, so far as regards foreigners; otherwise he would not have done this. He collected a force of soldiers and runners and started off post haste to put down the trouble. When he arrived within a day's journey of the disturbed district he suddenly called a halt; after stopping a couple of days he turned around and came back, which action was interpreted as meaning that he was afraid of the rioters, and the consequence was a fresh outbreak of hostilities, more widespread and renewed plundering. It is clear that that was the Viceroy's intention to treat the rioters as rebels but the prefect protested so strongly that he gave way. From the well known facts concerning these Ta Chu riots it is apparent that the officials sympathized with the rioters and were to blame, as they were wherever there has been rioting. There is now a rumour to the effect that the Ta Chu affair has been settled on paper, and fifty thousand taels of the sum is to be paid to the rioters as the amount to be paid in indemnity to the sufferers, and it is said that a certain number of the rioters are to be punished. It will be remembered that there are six persons for whose heads two hundred taels each were offered by proclamation not one of whom has been captured. It is not known what sort of an agreement has been entered into with the Roman Catholic Fathers, but it is pretty certain that an agreement has been entered upon and signed in the last few days. This racial of Taoist has doubtless resisted the Fathers' demands as long as he possibly could—to obtain the credit of having settled this business. It was not until the new Taoist had left the capital for Chungking that the agreement was signed. It now remains to be seen if it will be carried out or if the same old tricks of procrastination and prevarication will be resorted to. This relation between Li Hung-chang got it into his muddled head that the few foreigners in Chungking were making a great deal of money, so he petitioned the Viceroy of this province and his uncle to the effect that the China Merchants' Steam Navigation Company should establish a branch of their business here to run in opposition to the foreign firms. The China Merchants' Company apparently did not see anything to be gained in giving them the privilege of using their name. This arrangement did not suit the Taoist and he rejected this individual as being too young; then followed more correspondence with the high officials, which resulted in the C. M. S. N. Co. opening a branch of their concern here under the management of an official who had charge of the Telegraph construction party which erected the line through the province. He has now succeeded and was paid a large salary. He and his associates have collected money enough to pay all official bills he will be a fortunate man. As heretofore the Chungking business has but little more than paid expenses; a new concern that has only been in business about a year is said to have lost over twelve thousand taels.—*Mercury*.

THE HONGKONG LEGAL COUNCIL.

Recent proceedings in the Hongkong Legislative Council, show that the members of that body are at the present time anything but a happy family. The dividing line between the officials and the unofficial members of the Council appears to have become very pronounced, and this has led to a decidedly unsatisfactory state of affairs. The somewhat hostile attitude taken up by Mr. Wilson, one of the officials has not done much to do with the present state of affairs. It has been very evident for some time past that the two sections of the Council have viewed each other's proceedings with an unnecessary amount of suspicion, and that both sides have been wanting in tact and forbearance. The officials, says the *London and China Express*, appear to have been hurrying matters too fast, and it is natural that the unofficial members who represent the mercantile community, the cost of which should not be agreed upon, have much alacrity to proposals involving expenditure of large sums of money, such, for instance, as is at stake in the erection of a new jail—a matter which has caused a good deal of feeling in the colony. Into the merits of this question and the numerous others which have been raised by Mr. Whitehead, it is not our intention at the present moment to enter, but whatever the difficulties may be, it is to be regretted that in discussing these matters the two sections of the Council should have placed an open breach between them. This unsatisfactory state of affairs is no doubt partly due to the absence of any civil governor. Major-General Digby Barker, who, pending the arrival of Sir William Robinson, the new Governor, has been administering the government, is a doubter as to his capacity to administer the colony with reasonable assurance that he would be more in his element in the discipline of troops than in adjusting the delicate questions which arise between the official and unofficial members in the Council. The position he occupied was by necessity, not choice, and he has been unable to smooth away difficulties and conciliate the two factions in the Council Chamber, as a governor should have been able to do. His administration might have been able to do. The advent of Sir William Robinson will doubtless, therefore, do much to terminate the present friction, which is no conducive to the public welfare or the efficient administration of the colony. Sir William Robinson's experiences in Trinidad will stand him in good stead. There he found ill-feeling and complications arising from the same cause, but he was able to bring the Hongkong business to a close, which he took up the tangled skein in Trinidad, the popularity which he won amongst all sections of the community, and the general success of his administration, is good reason for hoping that he will achieve a similar success in Hongkong.

COLOSSAL SAILING SHIPS.

The Victorian era will be especially remarkable for the size of the fleets that have been made in the principles of ship-construction consequent on an immeasurable increase of scientific knowledge enabling mankind to bring into subjection forces of Nature hitherto refractory. Sir Walter Raleigh well said that "wherever was the god of the winds, he was the god of the sea, and the sea was the god of the ships, and the ships were the gods of the men to them." Many and various are the fables connected with ships of antiquity, whose architects were ranked with the gods, and the ships themselves pictured among the constellations. Bluff-bowed East-Indiamen of the golden age, they have been the "ships of the sea," and the "ships of the air," and the "ships of the earth." They were liberally manned, a hardly distinguishable from wooden war-ships of the period. Such superior merchant-crafts went under way in the most approved man-of-war fashion, setting and shortening sail in the twinkling of an eye, and the crews were as well equipped as the crews of the navy. Occasionally, they assumed the trim and ensign appropriate to ships of the royal navy, and passing cargo craft would hardly lower the

sails in courteous recognition of the rights of that flag so celebrated in song and story. Officers of East Indian men were wont to regard with disdain less fortunate navigators belonging to lowly cargo-carriers. Passengers produced better returns to shipowners than cargo, for as much as three hundred pounds has been paid for an unfurnished sterna cable for the passage from Calcutta to London.

Iron, steel, and steam have done much to drive wooden walls and snow white sails of off the high seas. During the last quarter of a century, the world has changed, but passengers both in the form and in the size of British sailing ships. These improvements are particularly noticeable when we remember that throughout the previous hundred years, ship-builders remained constant to their old traditions. China alone of all the maritime nations has been content to sit stolidly with folded hands and Oriental fatalism, watching the flow and tide of commercial progress move majestically onward. Her carrying craft of to-day differ but slightly from the ungainly model of ten centuries ago. Even the almond-eyed inhabitants of the Flowery Land; however, have had a hand in the progress of the sea-ship, the most modern type built by Europeans. It was positively predicted that the days of sailing ships were numbered; when, by the masterful mind of De Lesseps, the Suez Canal became an accomplished fact. Swift steamships of colossal proportions have availed themselves to the utmost of this short-cut to India, China and the Antipodes; nevertheless, the white-woven wings of sailing ships are still to be seen on every sea.

Propulsion by steam and shortening of route have not led to so radical a revolution in our ocean carrying-trade as was fairly anticipated. Truth to tell, the ships which would lead to the new ships shall never again be gladdened by the impressive sight of so goodly a gathering of sailing vessels as was witnessed, at the entrance to the English Channel on the 10th of May, 1870. No fewer than three hundred sail of homeward-bounders from every clime were in sight from the deck! This large number included some of the largest and the fleetest ships of that age of clipper, laden with the costliest of cargoes, and straining every rope-yarn to reach their destinations despite an annoying headwind which sorely taxed the temper of officers and crews. Prevalence of easterly winds not infrequently prevented sailing ships from making a rapid passage even though all had gone well until the chalky cliffs of Dover were almost in sight, and supplies of food were sometimes sent to the shipboard. As you recollect, trade made by Lloyd's to the Admiralty, ships of the State were, on this errand of mercy. On the 15th, of September, 1890, no fewer than four hundred outward-bound sailing ships got under way from Elsinore, where they had been detained at anchor by persistent contrary winds. About half-a-dozen of this large fleet of peaceful merchantmen were splendid specimens of our modern iron clipper craft on their way to Australia with timber. An overwhelming majority, however, were wooden vessels of small tonnage and inferior build.

Sailing ships are comparatively fewer in number than formerly, but, on the other hand, they are much larger individually. The vessels, which were formerly of small power, have almost determined the necessity for the employment of gigantic sailing ships in order to compete with steamers. Sixty years ago there were only one hundred and fifty British sailing merchantmen, each of more than five hundred tons register; but this has increased with the flight of time, and there are now six extensive modern sailing ships, each of more than a thousand ton register capacity exceeding two thousand tons. In 1860, sailers of one thousand tons register were in demand; and each decade has brought an increase of five hundred tons. Thirty years since, not more than ten sailing ships of above two thousand tons net register were afloat. They belonged principally to Liverpool, were wooden built, and the largest was the *McKay*, of 2565 tons, and the *British Empire*, of 2570 tons. The former bore the name of her renowned builder; and the latter, originally designed for a steamship, had stranded soon after launching, and been converted into a sailing ship, so that she never had her engines. There were also the *White Star*, the *Morning Light* and the *James Batson*, of two thousand three hundred tons, the largest sailing ships of the time. Afterward, five hundred and two thousand tons; inclusive of some whose names are as familiar as household words in the families of pioneer settlers in our antipodean colonies. The *Marine Polo*, the *Champion of the Seas*, the *Ocean Monarch*, the *Red Jacket*, the *Tudor* and the *Lightning* are far-famed examples that have helped to make the names of the *White Lightning* and the *James Batson* belonged to the Black Ball Line of celebrated Australian packet ships which did for passenger traffic what the large steamship line does now on a more extensive and satisfactory scale. On the 20th of November, 1856, the former vessel arrived home from Melbourne with a vast freight of gold, wrested from the hard labour of the diggers, worth, when she left port, five hundred and sixty thousand pounds. Two days later, the *James Batson* came in from the same place with seven hundred thousand pounds! Never again will a sailing ship be estimated with so valuable a cargo. British shipbuilders once found it necessary to seek models from yards of the United States, and the abolition of disastrous tonnage laws over here have changed all that for the better.

Builders of merchant ships are heavily handicapped, for they have to ensure to their customers such ships as shall afford a maximum freight-carrying capacity consistent with speed and safety. Old-time legal measurements were decidedly defective, inasmuch that they merely took into account the length of the vessel, and the length of a ship to that reprehensible tendency was fostered to make ships of insignificant width, but of great depth of hold. Such box-bulk craft could carry much more cargo than larger models, and since port charges were based upon register tonnage, it seems scarcely necessary to state that such ugly ships were at a premium. Being very narrow, they were unable to stand up in a breeze of wind, but were slow and unsteady; whereas, American clippers, with plenty of beam, could derive advantage from every inch of them; could speedily make steady points of canvas, which they held them aloft like a vast fleecy cloud. Freight between New York and California were then so high that a shipowner has been known to clear the cost of a vessel by her first passage. From the Golden Gate these swift sailing ships stretched across to China, and practically monopolized the tea trade, until supplanted by British ships of half their size, which owed their origin to the repeal of the Navigation Laws in 1850; and the alteration in laws relating to tonnageage four years later. From 1850 to 1865 the United States' flag gained a reputation for speed, and the old "eight guineas" was the reward for the fastest ship from China to London; and even then guineas were not reached. A prize of one pound sterling per ton was awarded to the first ship home with the new season's tea. Life was worth living to a master of a tea clipper; but the work was not altogether wanting in danger to all concerned.

Now, not only does this country far surpass every other in its total number of carrying-crafts and their aggregate tonnage, but also in the quality and capabilities of the ships themselves. America's merchant marine is alone comparable with that of Great Britain, yet seventy per cent of their ocean-carrying-trade is done by

ships of other nations, of which by far the greater part is under the British flag. Of one thousand and six ships which left New York for Europe carrying American grain during the twelve months of 1890, only five flew the stars and stripes. Not less than two-thirds of the total quantity of grain was carried by the British flag. Again, one thousand three hundred and eighty-nine steamships passed through the Suez Canal in 1890, of which two thousand five hundred and twenty-two were British, but only three American. Nevertheless, America is awakening from her Rip van Winkle slumber, and patriotic politicians are briskly bestirring themselves to remove this reproach. She has now thirty sailing ships between two thousand and two thousand five hundred tons register, and two of over three thousand tons. They are all wooden vessels, with one exception, the *Kenilworth*, an iron ship—built on the Clyde—of 2,500 tons, and the only American iron foreign-built vessels being placed under the American flag unless and until a sum of money be spent upon them which shall exceed the price paid for them on transfer to American owners. The *Kenilworth* was burnt in port, bought for a small fraction of her first cost, and almost rebuilt. America, however, has a few smaller ships built of iron in home yards. Quite recently President Harrison expressed a wish not only for more American war ships to cheer his countrymen resident in far-off lands, but also, "that in those ports, so long unfamiliar with the American flag, there should again be found our merchant and sailing vessels flying the flag we all love."

places than Homer. Both the Clyde and the Mersey claim pre-eminence in this respect. Sir E. J. Robinson, of Edinburgh, designed an iron vessel in 1816, which was not launched till three years later; and it is said that an iron boat was worked on the Severn even as far back as 1787. Steel was not used in the construction of merchant ships' hulls until 1859. Old salts were not alone in their belief that wood was meant by Providence to float, but iron to go the bottom. A naval constructor, of some repute, said: "Don't talk to me of iron ships; they are contrary to Nature." Now none but small craft are built of wood in this country.

The Mercantile Marine List for 1861 shows that 133 British sailing ships each register between 2,000 and 2,500 tons, twenty between 2,500 and 3,000 tons, and there is one leviathan of 3,333 tons.

Shipbuilders' yards were well distributed around our coasts when wooden ships were in vogue; but now that iron and steel ships have come to the front, there is a tendency to congestion. A trip down the Clyde affords an excellent object lesson on the concentration of iron shipbuilding yards. We have somewhere seen it stated that a greater number of new ships are launched from the shipyards along the banks of that river than from the whole of the yards on the Continent of Europe. And this, although the Clyde yards are not so favorably situated as those of the Tees, the Tyne and the Wear, because the great rivers flow through the most spacious and fertile districts.

distinctly abundant, and is viewed as a sea-faring enterprise, by which the owners easily recover their outlay, and thereby undertake the building of iron ships when their future was an unknown quantity. Nevertheless, it may be urged that other industries compensate the dwellers along the banks of those rivers. Of the 174 huge sailing ships referred to above, we find that sixty-two were built on the Clyde; twenty-six at Southampton; twenty at Liverpool; fourteen at Belfast; six at Whitehaven; five at Stockton; five at Nova Scotia ports; four at Worcester; two each at Bristol, Dundee, Southampton, and Sunderland; and one each at Leith, London, and Nantes, and one at Boston, United States. There is, however, a somewhat different geographical disposition of the owners of these large ships. Eighty-one belong to Liverpool, forty-one to the Clyde ports, thirteen to London, six to Belfast, five to Nova Scotia ports, four to Dundee, two to Aberdeen, one to Dublin, and one to Southampton.

The French five-masted *T-PAQUE* is the largest sailing ship afloat. She was built at Marseilles, September 1860, from the design of Messrs. D. Wilson & Co., Ltd., of Cardiff, for Messrs. Borden & Co., Ltd., of London, and her dimensions are as follows: Length, 355 feet, breadth, 49 feet, depth, 26 feet. Her register tonnage is 3,624, with a sail area of 49,000 square feet, and not long ago she carried an enormous cargo of 5,000 tons of coal on her maiden voyage from Barrow-in-Furness to Jamaica. The five-masted *Russian Nicholas*, which was launched from the Russian yard at Newcastle-on-Tyne, on December 18th, 1891, is 375 ft. long by 48 ft. beam, and 28 ft. 4 in. depth of hold, and will carry 5,700 tons deadweight on Lloyd's freeboard—Edn., H.K. Telegraph.] Cunning clock reads shows their heads, and looked as though they could take unfavourable notice of the bodiliness displayed by the result. It was somewhat awkward to prophesy unless we knew how far reached the port without mishap after thirty-two days' sail, or within one day of the fastest passage on record. She is square-rigged on four masts, but carries fore-and-aft canvas on the fifthmast, which is far astern. Her masts are only 160 feet high; nevertheless, the mainmast is supported by three battens, and is fitted with a double bottom, and can, carry two thousand tons of water ballast, thus reducing the expense of ballasting to a minimum.

Another large iron ship, the *Nord*, belonging to the same important Bordeaux firm, has sailed carrying 10,000 tons of coal from the Type Valparaiso. Her length is 318 feet, breadth 47 feet and depth 29 feet.

The *Dunkirk* was also built on the Clyde; prolonged, the firm proposes to have another five-masted sailing ship built which shall be capable of carrying seven or eight thousand tons of cargo! An auxiliary engine fitted in the aft part of this colossal sailing ship will provide against calms, and enable her to dispense with tugs when making port or passing.

We mention these sailing engines here, because they are really something new.

The largest British ship is the *Liverpool*, 2,330 tons, built of iron by Messrs. Russell & Co., on the Clyde. She is 333 feet long, 48 ft broad, and 28 feet deep. Her four masts are each square-rigged, but she is far from clumsy aloft, is easily handled, and has run fourteen knots an hour for a whole day. We were much impressed by her appearance. We were particularly struck by the compass-unlawfully, with such a ship as the *Kathleen*, or a large wooden-built ship of America, having bright lofty spars, and deck as white as a hound's tooth. On decks do men lend themselves readily to adornment. Not in size is the *Palmarae*, of 3,078 tons. The United States ship *Schenandoah*; of Bath, Maine, built by Messrs. Sewell & Co., of that port, is the largest wooden vessel in existence. She is 358 tons register, and built at Bath, Maine, in 1865. She has just left San Francisco, California, with 12,000 tons of wheat, worth \$175,000. This is the largest grain cargo on record. Another wooden vessel the *Rappahannock*, also built at Bath; Maine, is 3,053 tons register, cost \$125,000, and 7,000 tons of Virginia oak, together with 1,200,000 feet of pine lumber, were used in her construction.

tion: the largest, brigs, wooden ships is
Three Brothers, of 2,936 tons register, built
Boston, United States, in 1855. She is 323
long, 48 feet broad, and 31 feet deep. A further
conception may be formed of the carrying capacity
of such ships, when we mention that the *Levi*
brought 20,000 bales of jute from Calcutta

in Dundee, and the *Hopland* had 1000 tons of oil, 1500 tons of petroleum from Persia, and 1000 tons of wine. They were known to the ancients, and some of the most roomy attained dimensions equal to ships of modern times. Nevertheless, they were unmanageable monstrosities, almost at the mercy of wind and wave, and utterly unfit to cope with the fury of a hurricane. Doubtless we are indebted to travellers' tales for the detailed descriptions that survive the lapse of ages. Constantine conveyed from Heliopolis to Rome an obelisk weighing fifteen hundred tons; and, in addition to this long-coveted monolith, the ship carried about twelve hundred tons of pulse, stored about the smaller end of the obelisk, to order the emperor to give the people 160 bushels. Archimedes devised a marvelous ship for Hiero of Syracuse. Her three lofty masts had been brought from Britain; whereas our ships' masts are of iron, or obtained from New Zealand or from Vancouver Island. Luxuriously fitted sleeping apartments abounded, and one of her banqueting halls was paved with agate and costly Sicilian stone. Other floors were cunningly laid with scenes from *The Iliad*.¹ Stables for many horses, ponds stocked with live fish, gardens watered by artificial rivulets, and hot baths, were provided for use or amusement. Ptolemy Philopator possessed a vessel, the *Phalaris*, 300 feet long, 30 feet broad, and 45 feet deep. A graceful galley, supported by curiously-carved columns, ran round the vessel, and within were temples of Venus and Bacchus. Her masts were 100 feet high, her sails and cordage of royal purple hue.

Probably the largest vessel of remote ages was one belonging to the same ruler. She was 420

feet long, 56 feet broad, 72 feet from the top of her prow to her keel, and 80 feet from the highest part of her poop. Her largest oars were 56 feet in length; she had two prows, two sterns, and seven beaks or rostrs. On both poop and prow were figures of men and of animals, fully eighteen feet high. Her crew consisted of 4,000 oarsmen, 3,000 soldiers, and several hundred of other ranks. Scotostris is said to have had a ship 400 feet long, which was covered inside with silver and outside with gold. This story is the basis of the adventures of Baron Munchausen to pile into insignificance.—*Pacific Coast Marine Record.*

HOW TO TELL A HORSE'S AGE.

The foal is born with twelve grinders. When four front teeth have made their appearance, the colt is twelve days old, and when the next four assert themselves, its age will be about four-and-a-half days. The corner teeth make their appearance when the foal is eight months old, and the latter attain the height of the front teeth at the age of a year. The two-year-old has the kernel—the dark substance in the middle of the tooth's crown—ground out of all the front teeth. In the third year the middle front teeth are shifted, and when three years old these are substituted by the permanent (or horse) teeth, which are larger and more yellow than their predecessors. The next four teeth are shifted in the fourth year, and the corner teeth in the fifth, giving place to the permanent nipper.

At five years of age a horse has forty teeth, of which twenty-four are grinders, far back in the jaw, with which we have little to do. But the four incisors are very important, and the tusks, which mark rarely do, before the age of six is arrived at the tusk is full grown and has a slight groove on its internal surface, which (which generally disappears with age, the tusk itself becoming more rounded and blunt), and at six the kernel or mark is worn out; by the middle of front teeth. There will still be a difference of color in the teeth, the top being darker than the bottom, and the tooth having nearly or quite an inch in length, concave without, concave within, tending to a point and the extremely somewhat curved. Now, or perhaps some months before, the horse may be said to have a perfect mouth.

At seven years the mark, as described, is very nearly worn out of the two centre nippers, and is fast wearing away in the corner teeth, especially in mares; but the black mark still remains in the centre of the tooth, and is not completely filled until the animal is eight years old. At this age he gets on past seven the middle teeth begin to wear away.

At eight the kernel has entirely disappeared from above the lower nippers, and begins to decrease in the middle nippers. It is now said to be "past mark of mouth." There are indications, however, after this age which will enable a very shrewd observer to guess very closely a horse's age, but none that can be relied upon by observers. As horses become advanced years the gums shrink away and the teeth exhibit a long and narrow appearance; they lean more forward and assume an arched shape.

FLATTERY,

♦

PRETTY COMPLIMENTS PAID TO THE PAIR-S

Of famous compliments paid to the fair supply is so large and dazzling that it is a matter of no small difficulty to pick out the brightest gems; but if the following one was overlooked for it certainly deserves a place among the best; Fontenelle, when ninety years of age passed before Mme. Helvetius without perce

FLATTERY,

PRETTY COMPLIMENTS PAID TO THE FAIR SEX

Of famous compliments paid to the fair supply is so large and dazzling that it is a matter of no small difficulty to pick out the brightest gems; but if the following one be unlooked for it certainly deserves a place among the best; Fontenelle, when ninety years passed before Mme. Helvetius without receiving her. "Ah! tell the lady, my gallantry then," she said before me without any other ceremony to me!" "If I had looked at you, madame," replied the old beau, "I never could have passed you at all." As next a one was uttered by General Romanel, Meeting Lady Eriens, whom he had known and admired the loveliness of her youth, he commenced complimenting her. "You forget that I am an woman," she said at length. "Madame," turned the gallant soldier. "When our eyes are dazzled by a diamond it never occurs to us to ask a mineralogist for its history."

An English nobleman, who, after the manner of other of his peers, had been a beautiful actor, and who had with much dignity in his youth, was called to Mr. Sheridan for the arrears of his salary, and vowed that he would not stir until they were paid. "My dear Lord," said the impetuous manager, "this is too bad; I have taken from us the brightest jewel in the world; and you now quarrel with us for the ill that she has left behind her." The nobleman immediately burst out laughing, and over a bottle of wine the debt was cancelled.

What greater compliment is the following, it is not a mere protest in mere formalities. This credit is from a Siamese Ambassador, who wrote of Queen thus:—"One cannot but be struck with the aspect of the august Queen of England, fail to observe that she must be of pure descent from a race of goodly and warlike Kings ruling over a vast empire, and that she must be, and above all, her bearing, are those of a beautiful and majestic white elephant."


Is the sufferer from Consumption, Scrofula, General Debility, will try Scott's Emulsion, Pure Cod Liver Oil with Hypophosphites, it will find immediate relief and a permanent benefit. The Medical Profession and the whole world universally declare the remedy of the greatest value, and as it is so palatable, it can be readily taken by the most sensitive stomach, and will never fail to give relief and comfort to the sufferer. Any Dispensary can supply it. A. B. W. & Co., Ltd., London, agents in Hongkong and China.—(Adv.)

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<p>To-day's Advertisements.</p> <hr/> <p>WOODYEAR'S AUSTRALIAN CIRCUS AND WILD WEST SHOW.</p>	<p>To-day's Advertisements.</p> <hr/> <p>TO LET-FURNISHED, From April next.</p> <p>N^o. 3, SEYMOUR TERRACE, Apply to E. J. ACKROYD, Spretness Court.</p>
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CONTINUED SUCCESS OF THIS
POPULAR CIRCUS.

Hongkong, 14th February, 1892. [3]

SPECIAL NOTICE.

THE "HONGKONG TELEGRAPH" will be on sale at the Hongkong and Victoria Hotels, opposite the Hongkong Club, and Pedder's Wharf, EVERY EVENING from 5.30 to 7.30 o'clock.

PRICETEN CENTS.

Copies ordered from the Office will be charged the usual rate—25 cents.

Advertisers are reminded that the *Hongkong Telegraph* has by far the largest circulation any English newspaper published in the East. THIS IS GUARANTEED. Terms application.

Hongkong, 14th October, 1891.

THIS EVENING,
(SATURDAY), February 13th,
TWO PERFORMANCES.

Afternoon, doors open 2.30, commence 3.30
Evening " " 8 P.M. " 9 P.M.

PRICES OF ADMISSION:—

Boxes of 6 Chairs.....	\$5.00
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DIVINE SERVICE,
EVERY SUNDAY MORNING,
At 10.30,
IN
ST. ANDREW'S HALL.
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MISS STOLZ.

Look out for Professor VALAZIE'S
Drop from the Clouds.

MADAME WOODYEAR, } Proprietors.
W. HARLAND, }
S. REICH, } General Agent.
VICTOR VALAZIE, } Business Manager.
Hongkong, 13th February, 1892. [186]

MANICURE, CHIROPODI
AND
MASSAGE.
No. 8, COLLEGE CHAMBERS,
Wyndham Street.
Hongkong, 6th February, 1892.

CHS. J. GAUPP & CO.,

VICTORIA COLLEGE.

TERM BEGINS FRIDAY, 19th February.

CHINESE applicants for admission, accompanied by Guardians, must attend on **FRIDAY MORNING, at 8.30 a.m.** and wait in the Hall.

NON-CHINESE applicants for admission, and all applicants for **Re-admission** (i.e. all Boys who were present last year but were out from January 1st) must attend on **THURSDAY, the 18th, at 8.30 a.m.** and wait in the Hall.

GEO. H. BATESON WRIGHT, D.D.,
Head Master.

Hongkong, 13th February, 1892. [202]

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 GENTLEMEN'S J SERIES ~~Old 75~~ 75.00
 LADIES' L " "

<p>are mer ful of s of dill the gros the atio nan s. &</p>	<p>Hongkong, 13th February, 1892. [203]</p> <p>SEQUAH'S</p> <p>LAST WEEK.</p> <p>LAST WEEK.</p> <p>SATURDAY, 20TH FEBRUARY,</p> <p>POSITIVELY</p> <p>SEQUAH'S</p>	<p>Inspection is respectfully invited.</p> <p>MITSUI BUSSAN KAISHA</p> <p>8, Queen's Road, Central.</p> <p>Hongkong, 12th December, 1891.</p> <p>HONGKONG TIMBER</p> <p>YARD, WANCHAI.</p> <p>O OPEN PINE SPARS and LUMBER Always on Hand.</p> <p>L. MALLORY</p> <p>Hongkong 14th June 1888.</p>
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<p>LAST DAY, LECTURE DAILY AT 5.30 p.m.</p>	<p>DENTISTRY. FIRST CLASS WORKMANSHIP AND MODERATE FEES.</p>
<p>PRAYA WEST, opposite THE GDOWN Co.'s WHARF.</p>	<p>M^R. WONG TAI-FO Surgeon Dentist, (Formerly articled Apprentice, and latter assistant to Dr. ROBERTS) HAS REMOVED TO THE BANK BUILDINGS, QUEEN'S ROAD, (Above Messrs. Dukin's Box, of China, &c.)</p>

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